COTTON CHATS

DRAPER COMPANY, HOPEDALE, MASS.

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HISTORY REPEATS ITSELF.

The following article from The Textile Mercury (English) of May 27, 1911, may be of interest, as it illustrates **the status of labor saving machinery in England in the twentieth century:**

"Weft replenishing (or "automatic") looms have never been hastily welcomed in Lancashire—owing, perhaps, to a survival of the feelings that moved Lancastrians to break up machinery during the earlier years of the factory system with its power-driven spindles and looms. Thus even employers have evinced strong prejudice against new types of looms, while trade-union operatives have thrown all sorts of impediments in the way of their adoption. The Northrop loom has been kept back by both causes, but the diverse prejudices are being gradually overcome. A reference is made to its progress in the report of the International Federation of Textile Workers' Associations, by Mr. J. Cross, who says:—

" 'The Northrop loom is making progress, and if the adoption of the loom should assume a more rapid character the cotton weavers of Lancashire will be face to face with the greatest problem of their lives. When it is considered that the operatives are working 12, 16, and 20 Northrop looms each, and that the number of looms of the Lancashire type worked by an operative averages about four looms for each weaver, the prospect of steady employment in the future is not very bright. It is admitted on every hand that the introduction of the new loom means the displacement of a large number of workpeople, and it cannot be expected that the cotton trade will ever, even under the most

favourable conditions, be able to expand sufficiently to absorb the unemployed. The new loom will certainly hasten the time when the hours of labour will have to be materially reduced if the workpeople whom it displaces are to have a chance to earn their livelihood.'

"In the same report, Mr. W. C. Robinson (secretary of the Beamers, Twisters, and Drawers' Association) has a similar note about mechanical drawing-in and tying machines which appear to be getting accepted only slowly and cautiously. Mr. Robinson says, 'They are increasing, and we expect they will do; consequently we have to make some additional provision for monetary payments to our members who are thrown out of employment in consequence of their introduction.'

"Past experience has shown that it is difficult indeed to prophesy accurately as to what will be the outcome of any example of labour-saving machinery; but it is becoming more and more imperative on the part of employers to seek means of economizing in the cost of production. This is not altogether due to growing competition: in part it is attributable to increased taxation upon capital, and the addition of such burdens as are being imposed upon employers as the outcome of 'social' legislation. Probably, as these taxes upon capital increase, employers will be obliged to lessen both the cost and responsibilities of human labour."

WEAVERS' MILEAGE.

The weavers' vocation has always been considered to be largely one of labor; hence any improvement which reduces the amount of physical energy consumed is an advantage to all concerned.

About two years ago a question arose in regard to the comparative number of miles traveled by weavers on Northrop and common looms. It resulted in a test being made in a mill having both kinds of looms. The Northrop loom weaver operated twenty looms and the common loom weaver eight. The goods were 36 inches wide, 30^s warp, 40^s filling, 40 picks per inch. Pedometers of standard make were purchased for each weaver and adjusted for the individuals using them.

The result the first day was **five miles for the Northrop loom weaver** and **twelve and one-half miles** for the one **on common looms.**

The pedometers were exchanged and readjusted from day to day but the mileage in every case was very much greater with the common loom weaver, averaging about twice that of the weaver tending two and one-half times as many Northrop looms. The last day of the test showed two and five-eighths miles for the Northrop loom weaver and four and one-half miles for the common loom weaver.

This test demonstrated conclusively that **a weaver travels** about **100 per cent. farther** in performing the work required **to operate eight common looms than** in **operating two and one-half times as many Northrop looms.** It also showed that there may be a waste of energy in either case, and that a proper study of the operations to be performed may materially reduce the weavers' labor and at the same time produce as much or more cloth.

THAT
HE WHO RUNS
MAY
READ.